



Freight Cluster Plan



*"To assist property owners, businesses and individuals to promote
common interests ..."*

Freight Cluster Plan

ARC Freight Advisory Task Force

Thursday, June 2, 2022 – 8:30 AM

- Study Area, Overview of Project Status

- Ongoing Parallel Activities

- Inventory and Assessment Report Highlights

- Recommendation Linkage to Key Deliverables

- Foundation of Work Program

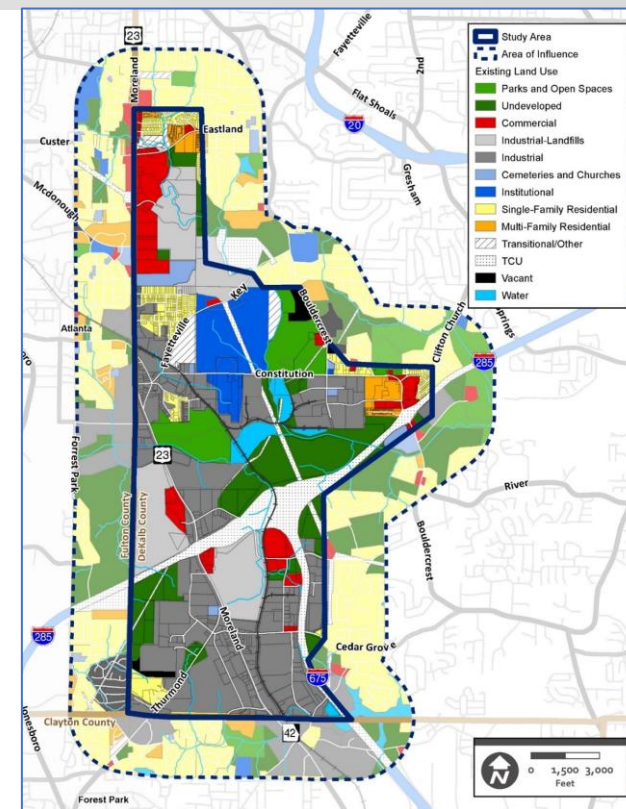
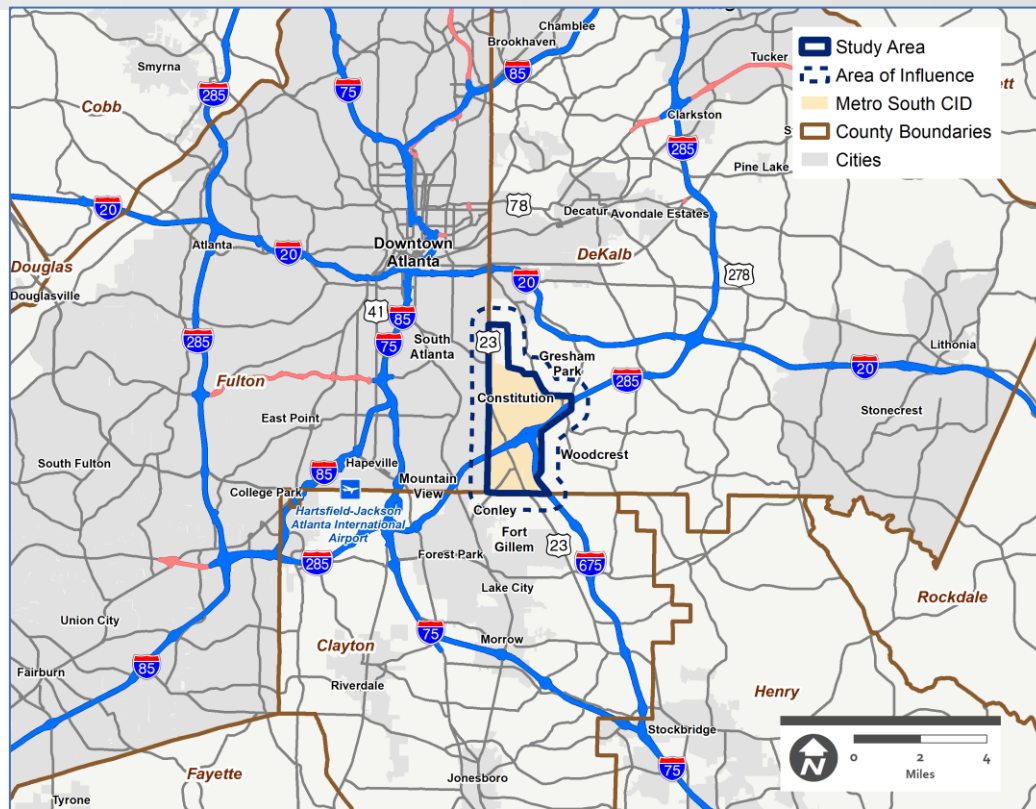
- Recommended Work Program

- Next Steps



Study Area Overview

- Southwest Corner of DeKalb County
- Proximity to H-JAIA
- Heavy Logistics Concentration
- Nicknamed “Truckers Alley”



Project Status – Status of Deliverables

Major Deliverable	Status (Anticipated Completion)
Task 3 – Best Practices Report	Complete
Task 4 – Inventory and Assessment Report	Complete
Task 5 – Traffic Study Report	Complete
Task 6 – Work Program	Final Revisions Underway
Task 7 – Final Report and Executive Summary	To be developed upon Final Recommendations (June 2022)
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- Cedar Grove Bridge Closure

- Zoning Overlay District Changes

- DeKalb Unified Comprehensive Plan and CTP



Inventory and Assessment Recap

Major Highlights

Truck Parking

Origins and Destinations

Major Findings and Critical Issues



- **Cedar Grove Road Closure**

- Highlighted Needs for Maintaining Critical Infrastructure
- Emphasized Need for Resiliency
- Catalyzed Neighborhood Coordination

- **Truck Parking**

- Need to Coordinate to Expand Opportunities
- Continental Way Parking-Related Congestion

- **Mobility Needs**

- Operational and safety improvements Constitution Road/Bailey St/West Fayetteville Corridor to Moreland Avenue w/ new signal
Bailey at Moreland – design firm selection
- Bouldercrest Road at I-285 Reconstruction
- Active Connections Needed to ADA Park
- Higher Levels of Maintenance

- **Vulnerabilities**

- Norfolk Southern Operations
- Unauthorized Dumping/Code Enforcement



Highlights of Report – Truck Parking

Identified Three Truck Parking Types

- Privately-Owned (Unreserved)
- Privately-Owned (Reserved)
- Unauthorized

Unauthorized Parking

- On-Street (Continental Way, International Park)
- Off-Street (Henrico Road, Lancaster Road)

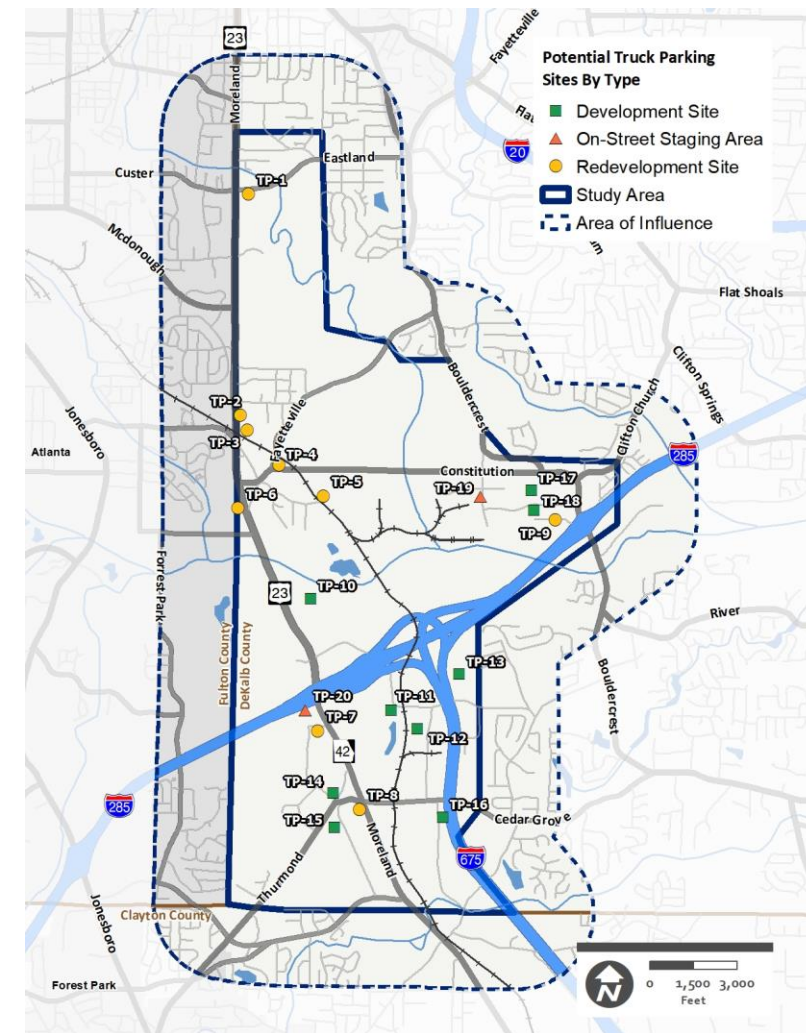
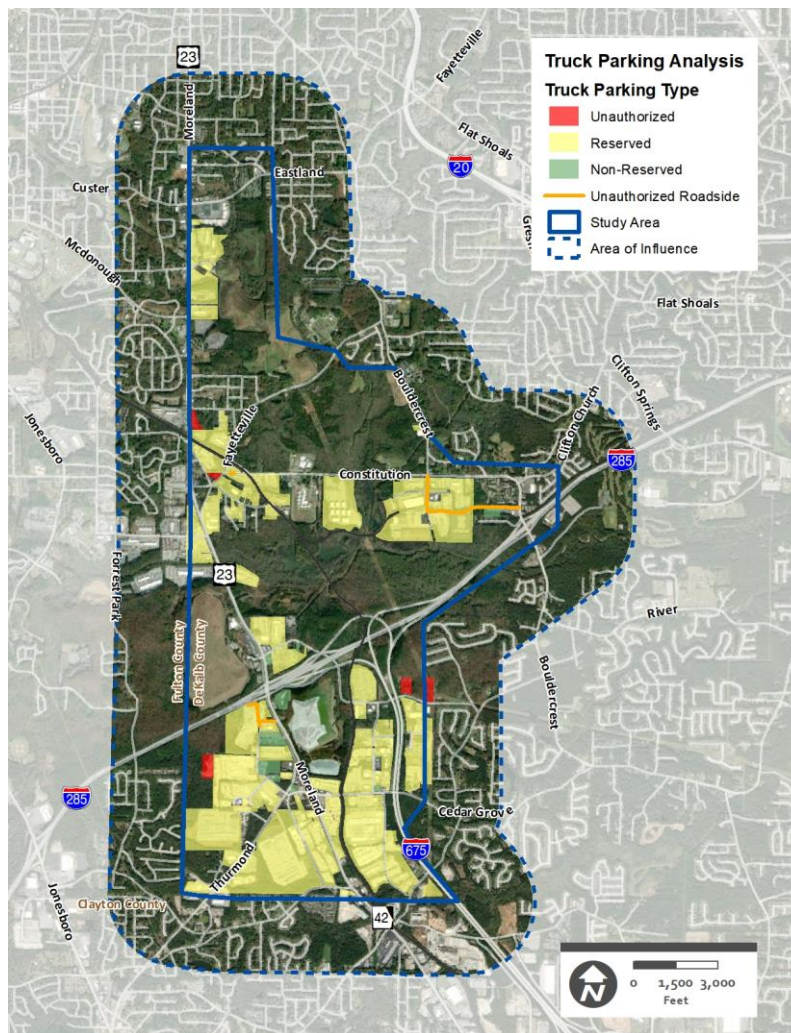
Identification of Potential Site Process

- Proper Zoning
- Size of Comparable Uses

Types of Facilities Assessed

- Truck Parking and Logistics (>8 Acres)
- Parking and Fueling (>4 Acres)
- Staging Areas (>1.5 Acres)

21 Potential Sites, 2 Staging Areas





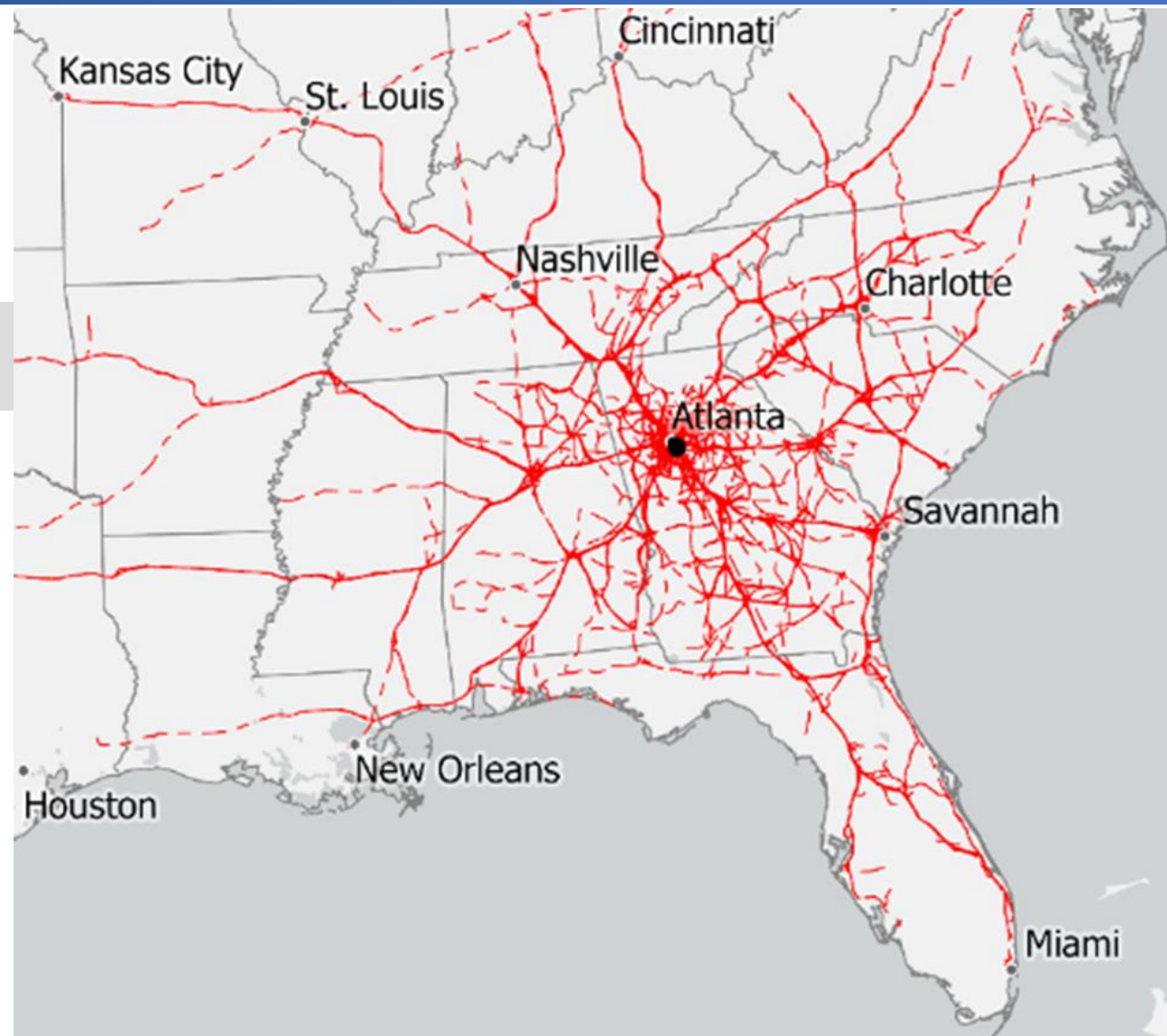
Highlights of Report – Origins and Destinations

- **Methodology**

- Derived from ATRI data
- Supplemented by Truck Surveys

- **Key Takeaways**

- Many trucks flow to and from places such as Miami, Tampa, and Birmingham
- Seven-day freight reach throughout the U.S., many reaching as far west as San Francisco, Los Angeles, and Boise





Highlights of Report – Origins and Destinations

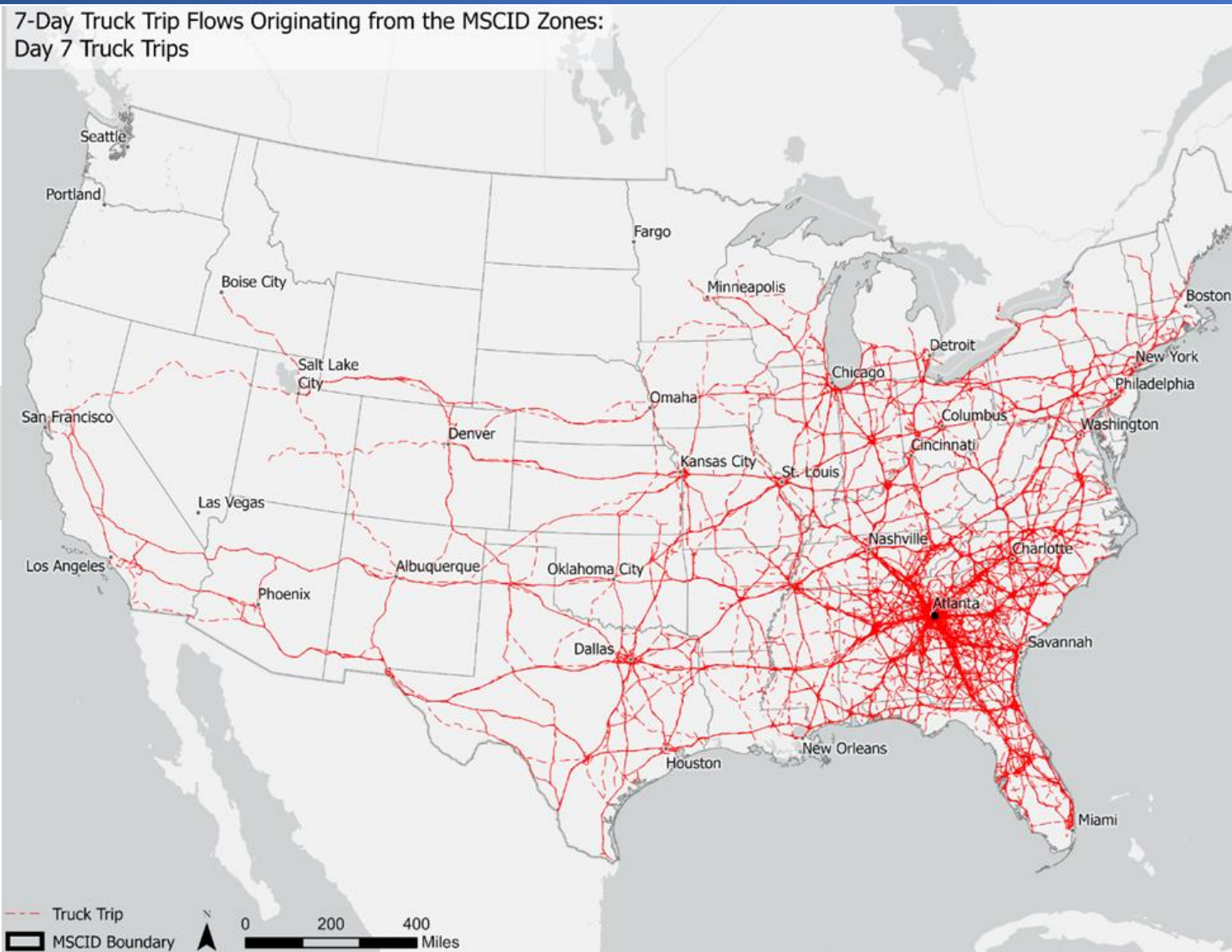
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7-Day Truck Trip Flows Originating from the MSCID Zones:
Day 7 Truck Trips





Recommendation Linkage to Key Deliverables

**Best Practices Report
Inventory and Assessment Report
Traffic Study**



Best Practices Report Related Recommendations

- **Land Use and Truck Parking** – Integrate truck parking regulations into the Bouldercrest-Cedar Grove-Moreland Overlay District
- **Emerging Routing Technologies** – Continue to research technologies that help identify permitted truck routes, restrictions, and available parking
- **Intelligent Transportation Systems (ITS)** - Coordinate with GDOT to implement appropriate ITS technologies along Moreland Avenue
- **Truck Route Planning** - Coordinate with DeKalb County to designate truck routes and develop policies to promote freight mobility and safety along these corridors
- **Fleet Conversion** - Coordinate with Clean Cities to increase awareness of the MSCID Board regarding electric vehicle (EV) developments



IA Report Related Recommendations

- **Cedar Grove Road Bridge Closure** – Highlighted the need for system resilience and regular communication with neighboring communities to address truck related impacts
- **Truck Parking Management** – Several recommended actions for the MSCID to increase the supply of authorized truck parking and reduce unauthorized truck parking
- **Focus on Operations** – There are no capacity improvements in the FCP work program
- **Connecting Moreland to Constitution** - Two of the highest priority projects are the Bailey Street/Moreland Avenue intersection and roundabout at Bailey Street/Fayetteville Road/Woodstock Road/Fleetwood Drive



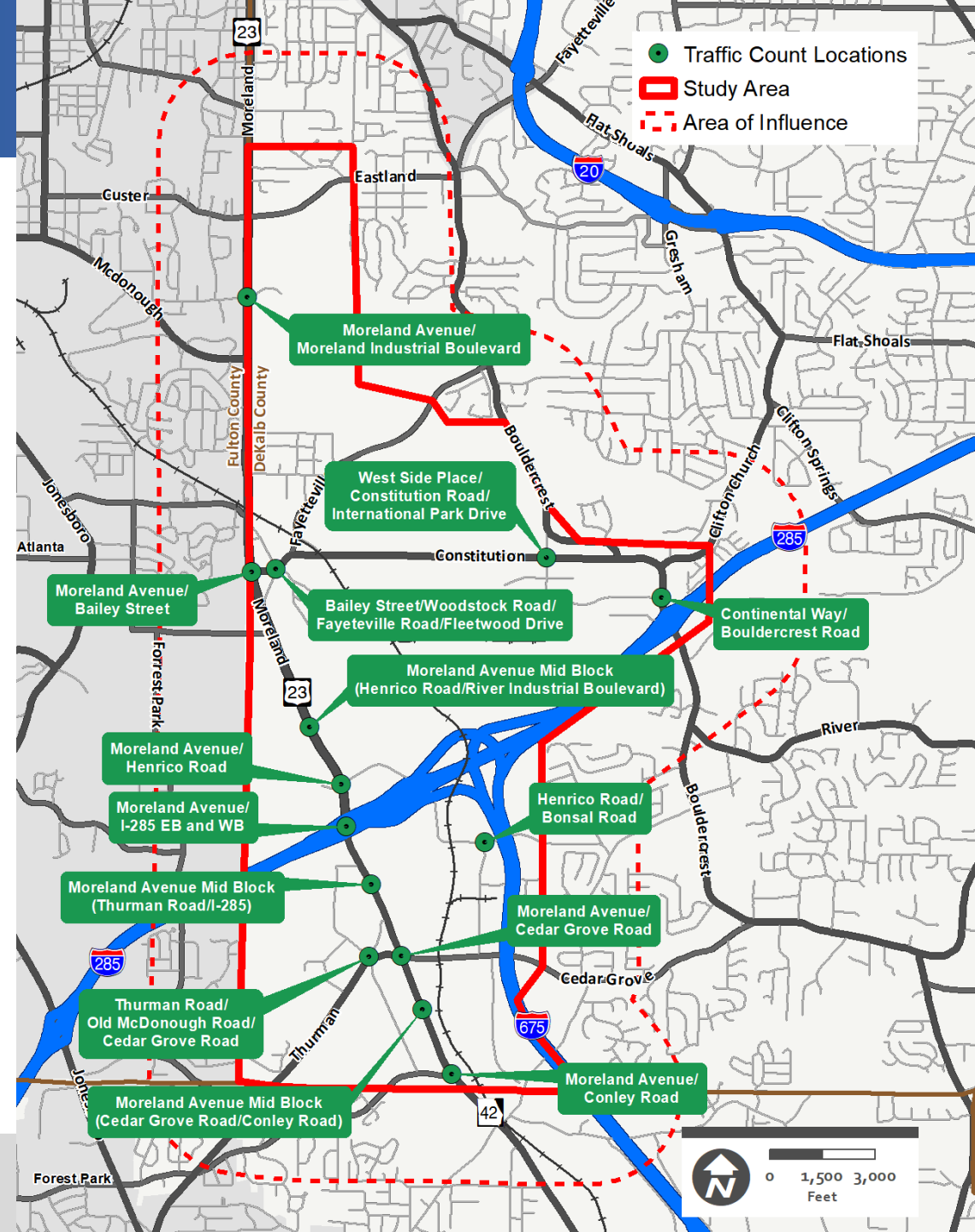
IA Report Related Recommendations

- **Higher Levels of Maintenance** – Coordinate with the DeKalb County to ensure MSCID roadways most critical to freight mobility are included in the SPLOST resurfacing program
- **Freight and Neighborhood Conflicts** – Several recommendations, including continued coordination with adjacent neighborhoods, new truck restrictions, better communication with MSCID businesses to advise of truck restrictions and promoting accessing the MSCID from the Moreland Avenue interchange
- **Land Use Policy (other than Truck Parking)** – Several recommendations for attracting new development, including working with property owners of the catalyst sites to maximize their development potential



Traffic Study Recommendations

- **Locations determined through previous studies and IA Report**
- **Served to define and/or refine previous projects**
- **Improvements at 15 locations**





Foundations of Work Program

Ongoing Projects

Identification and Prioritization of Projects

Potential Funding Sources

Ongoing/Programmed Improvements

- **Bouldercrest/I-285 Interchange**
- **Cedar Grove Bridge Replacement**
- **Cedar Grove Bridge-Related Improvements**
 - Henrico Road
 - Bonsal Road
 - Cedar Grove Road



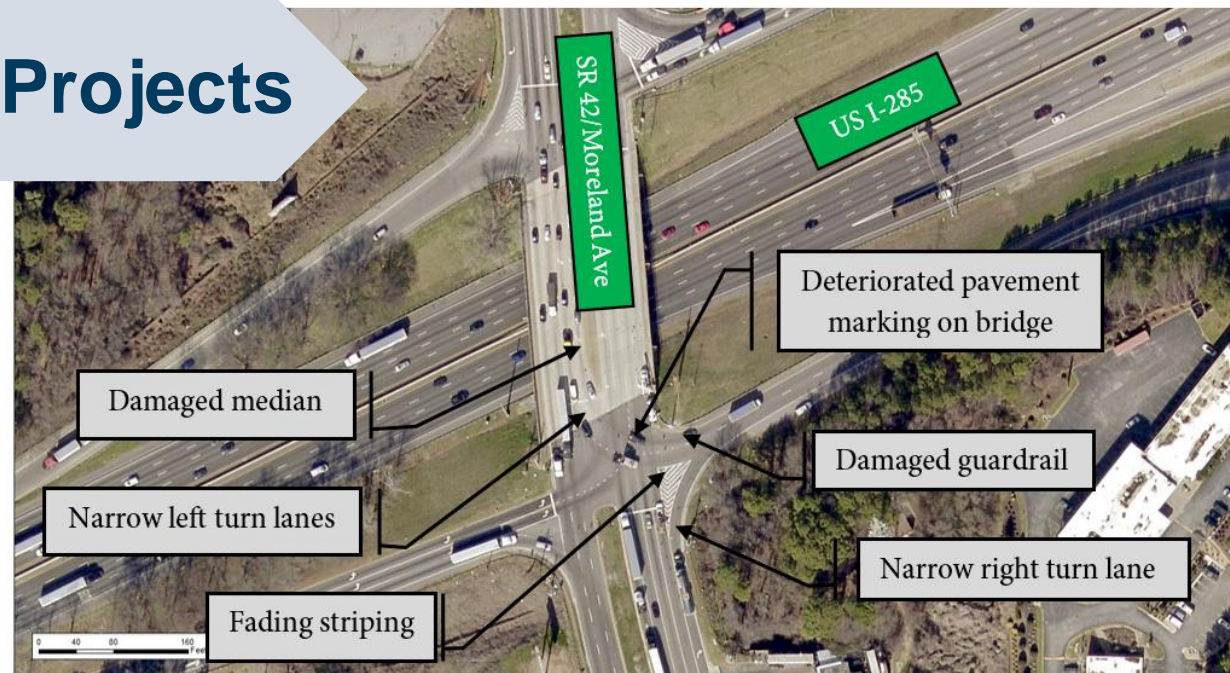
Identification and Prioritization of Projects

- Identification of Projects

- Identification within previous studies
- Needs identified in IA Report
- Analysis from the Traffic Study Report
- Input from outreach activities

- Prioritization of Projects

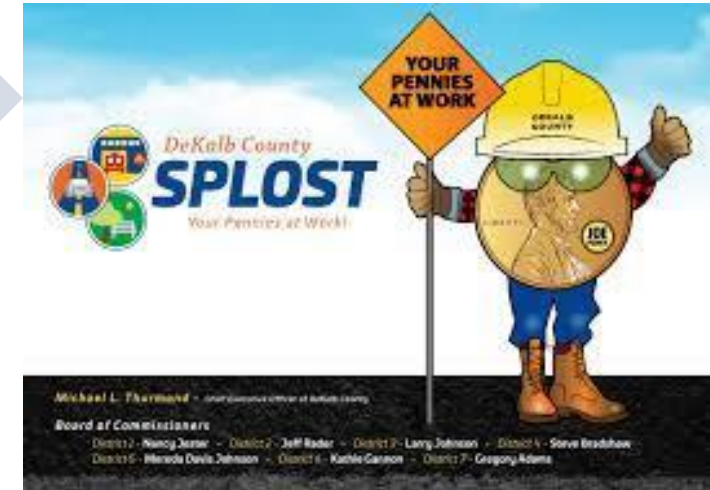
- Analysis results
- Review against the vision, goals, and objectives
- Input from MSCID membership
- Validation from outreach activities



Local Funding Sources

- **MSCID Tax Revenues**
 - FY 2022-2024 - \$400K annually
 - FY 2025-2028 - \$500K annually
 - FY 2029-2030 - \$600K annually

- **DeKalb County Special Local Option Sales Tax (SPLOST)**
 - From 2018 to 2024, projected to generate over \$240 million in revenue for transportation projects
 - Requires 85 percent of the funding generated must be spent on transportation-related or public safety projects



Given the limited amount of funding available from the MSCID, the DeKalb County SPLOST is anticipated to be the primary local funding source of local funding for the FCP Work Program. The amount of funding to be allocated to the MSCID will be finalized upon completion of DeKalb 2050 Unified Plan.



State Funding Sources

- **State Programs**
 - Transportation Funding Act (HB 170) Funds (Moreland Avenue)
 - Quick Response (for projects <\$200K)
 - Local Maintenance and Improvement Grant (LMIG)
- **Georgia Transportation Infrastructure Back (GTIB)**
 - Administered by SRTA
 - For projects up to \$10 million
 - Demonstrate economic development potential, project readiness, and feasibility
- **GDOT Freight Operations Program**
 - Targets freight-specific operational solutions, such as improving turning lanes or enhancing signal timing at key intersections on freight-heavy facilities
 - Maximum award = \$2 million



Both discretionary programs are anticipated to be utilized in the FCP Work program. GTIB funds have already been secured for the Constitution Road and Bailey Street projects. The GDOT Freight Operations program is intended to support projects such as intersection improvements, minor widenings, truck-friendly lanes, and maintenance projects that have very little impact to utilities and ROW. The FCP Work program is comprised mostly of these types of projects.



Federal Funding Sources (administered by GDOT and ARC)

- **Formula Funds**

- National Highway Freight Program
- National Highway System (NHS) Funds
- Surface Transportation Block Grant (STBG) Funds – Urban
- STBG - Transportation Alternatives Program
- Congestion Mitigation and Air Quality Improvement (CMAQ) Funds
- Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)
- National Electric Vehicle (EV) Formula Program



- **Discretionary Funds**

- Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)
- National Electric Vehicle (EV) Formula Program
- Charging and Fueling Infrastructure Program
- Consolidated Rail Infrastructure and Safety Improvement (CRISI) Grants - FRA
- Railroad Crossing Elimination Grant - FRA

Potential Utilization of New BIL Opportunities

Program	Purpose	Potential Utilization
FHWA - Promoting, Resilient Operations for Transformative, Efficient, and Cost-saving Transportation (PROTECT)	Promote resilience planning and improvements, community resilience and evacuation routes, and improve at-risk coastal infrastructure	<ul style="list-style-type: none"> Truck turnaround at Henrico Road Grade-separated rail crossings at Henrico Road and Constitution Road
FHWA - National Electric Vehicle (EV) Program	Deploying EV charging infrastructure and establish an interconnected network to facilitate data collection, access, and reliability	<ul style="list-style-type: none"> Development of infrastructure for EV vehicles along Moreland Avenue (Requires GDOT designation as alternative fuels corridor)
FHWA - Charging and Fueling Infrastructure Program	Deploy EV charging and hydrogen/ propane/natural gas fueling infrastructure along designated alternative fuel corridors and in communities	<ul style="list-style-type: none"> Development of infrastructure for EV vehicles along Moreland Avenue (Requires GDOT designation as alternative fuels corridor)
FRA - Consolidated Rail Infrastructure and Safety Improvement (CRISI) Grants	Improve the safety, efficiency, and reliability of intercity passenger and freight rail	<ul style="list-style-type: none"> Grade-separated rail crossings at Henrico Road and Constitution Road
FRA - Railroad Crossing Elimination Grant	Fund rail crossing improvements that focus on improving safety and freight mobility.	<ul style="list-style-type: none"> Grade-separated rail crossings at Henrico Road and Constitution Road



Recommended Work Program

Short-Term Roadway Projects

Other Roadway Projects

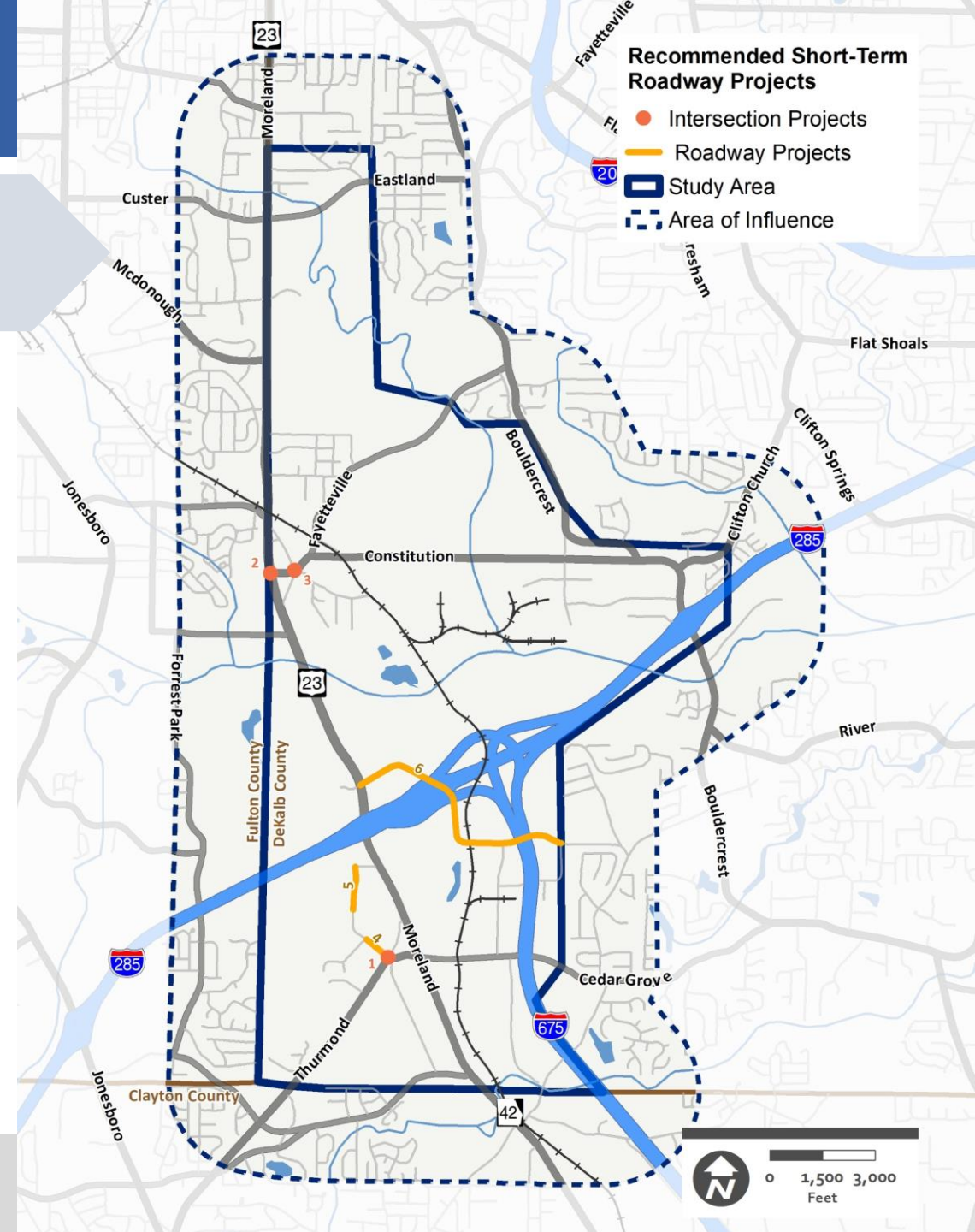
Bicycle and Pedestrian Projects

Policy Recommendations



Short-Term Roadway Projects

ID	Project Name	Estimated Total Project Cost
1	Cedar Grove Road/Thurman Road (SR 160)/Old McDonough Road Roundabout Scoping Study	\$150,000
2	Bailey Street and Moreland Avenue Signal Improvement (Phase I)	\$1,350,000
3	Bailey Street at Fayetteville Road Five-Legged Intersection (Phase II)	\$3,474,620
4	Old McDonough from Thurman Road to Blue Beacon Car Wash (Included within Scoping Study)	\$665,820
5	Old McDonough Road upgrades from Lancaster Road to Mason Dixon Road	\$1,151,820
6	Henrico Road upgrades from Moreland Avenue to Koppers Road	\$7,983,360
Total Short-Term Roadway Project Costs		\$14,775,620





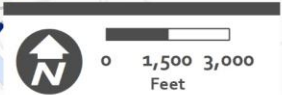
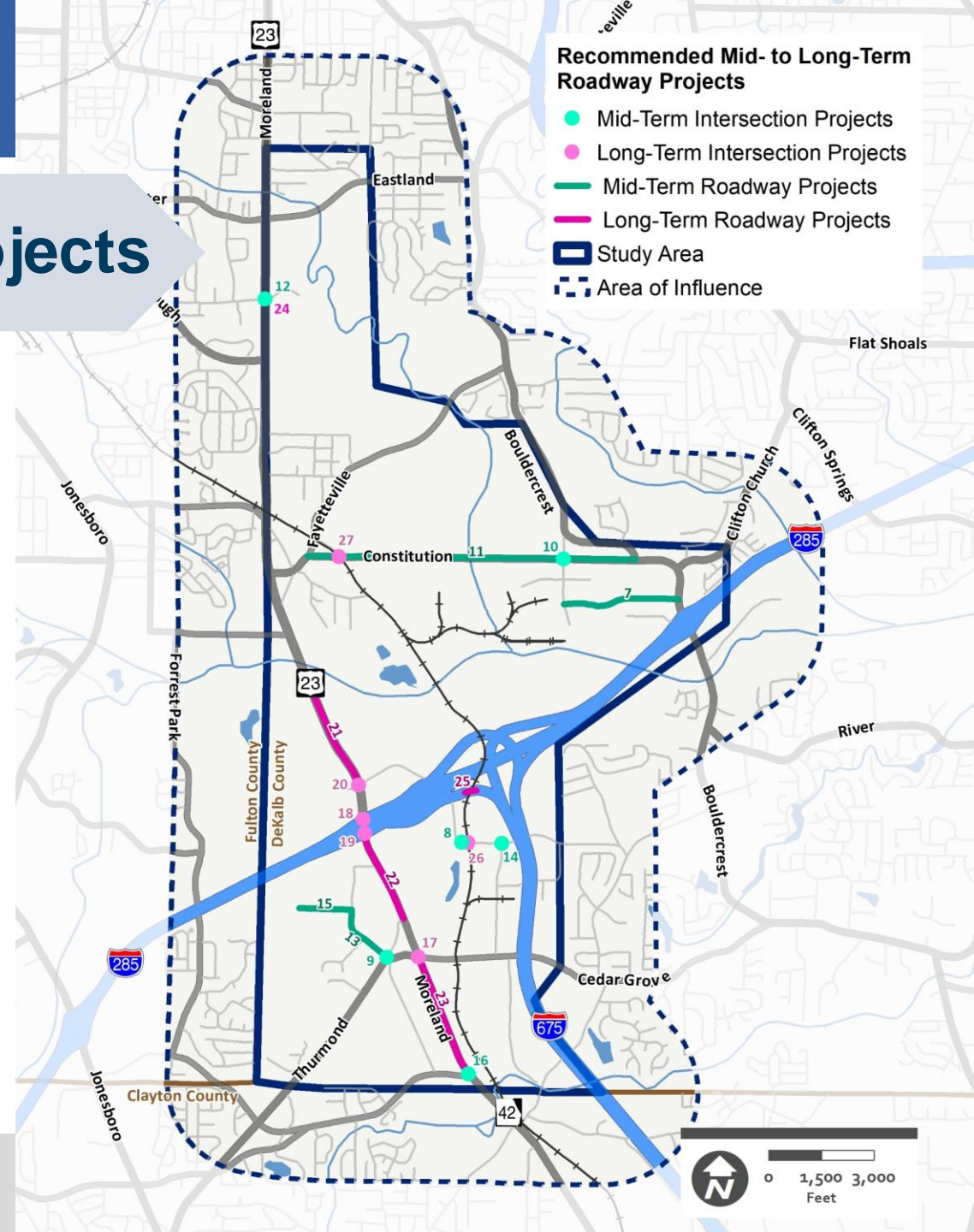
Mid-Term and Long-Term Roadway Projects

- Mid-Term Projects (5–10 years)

- Total costs = \$32.9 million
- Key Improvements
 - Henrico Road at CSX Crossing – Truck/Car Eyebrow Cul-de-Sac
 - Cedar Grove Road/Thurman Road (SR 160)/Old McDonough Road Roundabout
 - Constitution Road Widening (within GTIB Grant) - Phase II
 - Roadway upgrades (Old McDonough Road, Lancaster Road)

- Long Term Projects (Over 10 years)

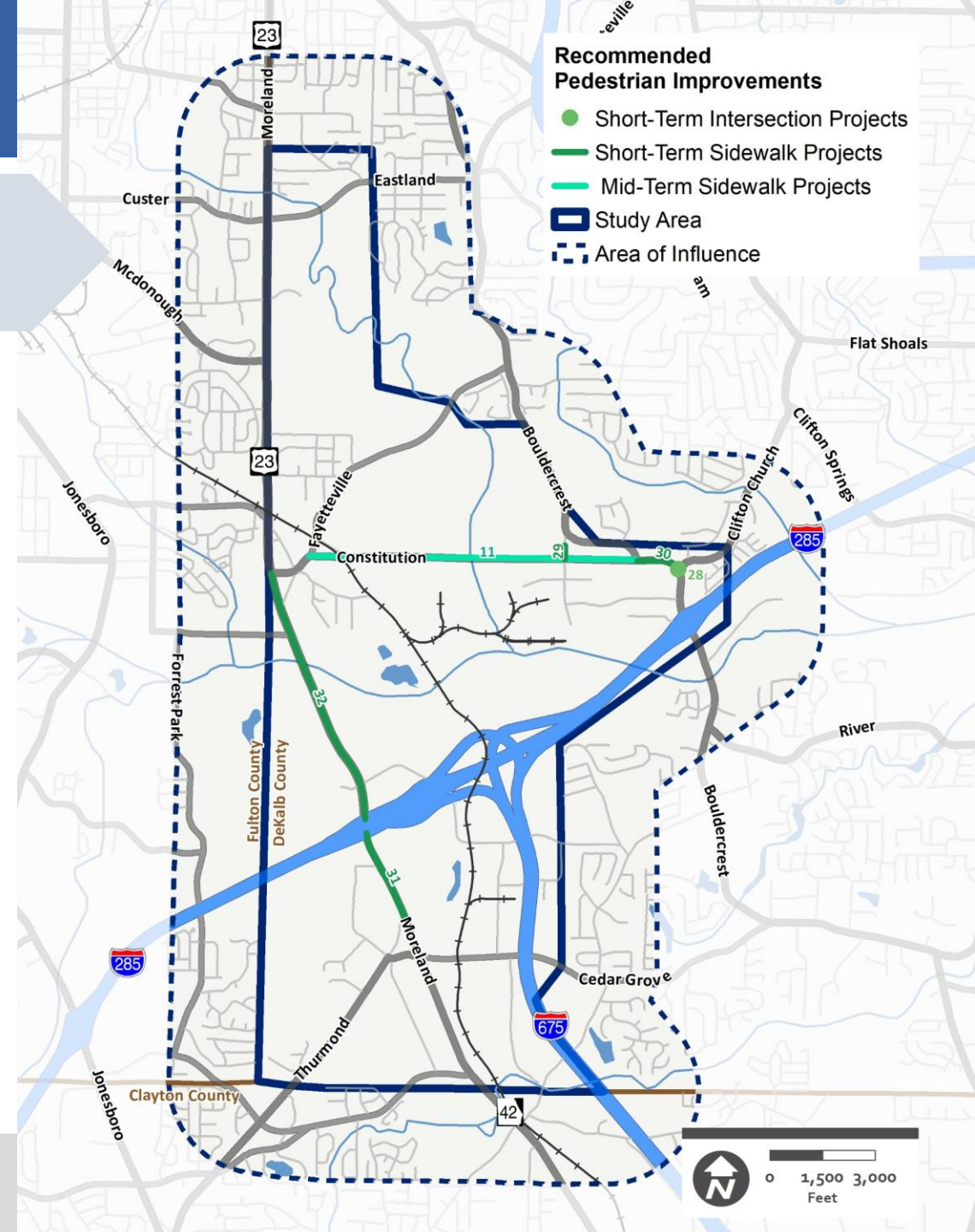
- Total costs = \$53.2 million
- Key Improvements
 - I-285 at Moreland Avenue Interchange Improvements
 - Henrico Road at NSRR Crossing – Grade Separated Crossing (Underpass)
 - Constitution Road at NSRR Crossing – Grade Separated Crossing (Underpass)





Short-Term Pedestrian Projects

ID	Project Name	Estimated Total Project Cost
BP-1	Bouldercrest Road and Clifton Church Road Pedestrian Improvements	\$16,200
BP-2	ADA Park Entrance Pedestrian Improvements	\$16,200
BP-3	Bouldercrest Road Sidewalks	\$125,000
BP-4	Sidewalks on both sides of Moreland Avenue from Cedar Grove to I-285	\$1,747,000
BP-5	Moreland Avenue Sidewalks - I-285 to Bailey Street	\$2,745,000
Total Short-Term Pedestrian Project Costs		\$4,649,400





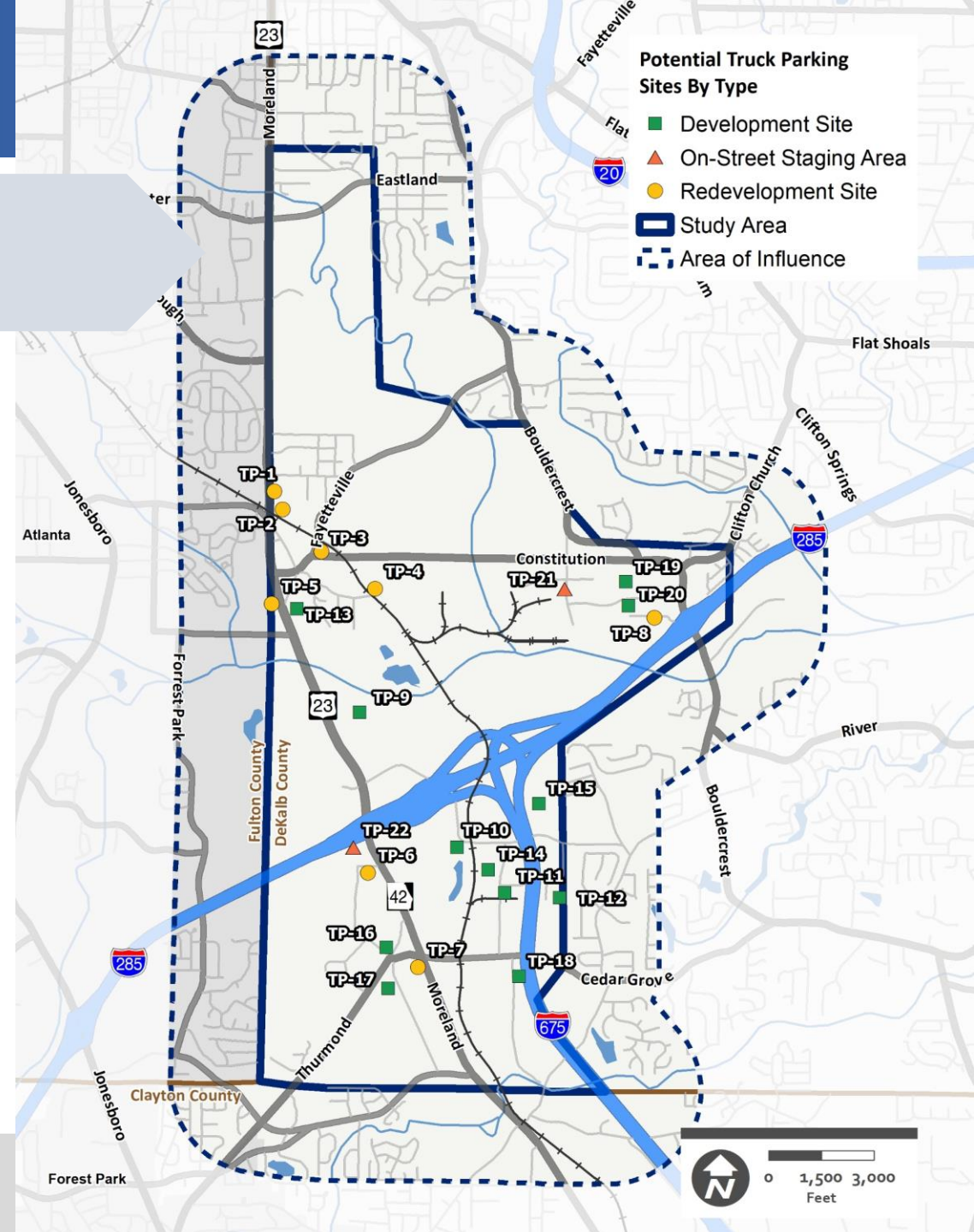
Policy: Truck Parking

- Siting Guidelines

- Avoid sites near residential land uses, schools, and other community amenities
- Prioritize locations directly adjacent to major highways
- Co-locate with existing industrial developments
- Choose sites with sufficient space and utilities for restrooms and trash service

- Recommended Short-Term Actions (1-5 years)

- Coordinate with DeKalb County to integrate truck parking design guidelines into the Bouldercrest-Cedar Grove-Moreland Overlay District to facilitate responsible provision of truck parking inventory
- Continued MSCID coordination with business owners regarding truck parking and staging needs and issues
- Survey truck parking providers on the overall characteristics they find favorable for new locations
- Actively solicit relocation of truck parking vendors and truck repair shops to the MSCID





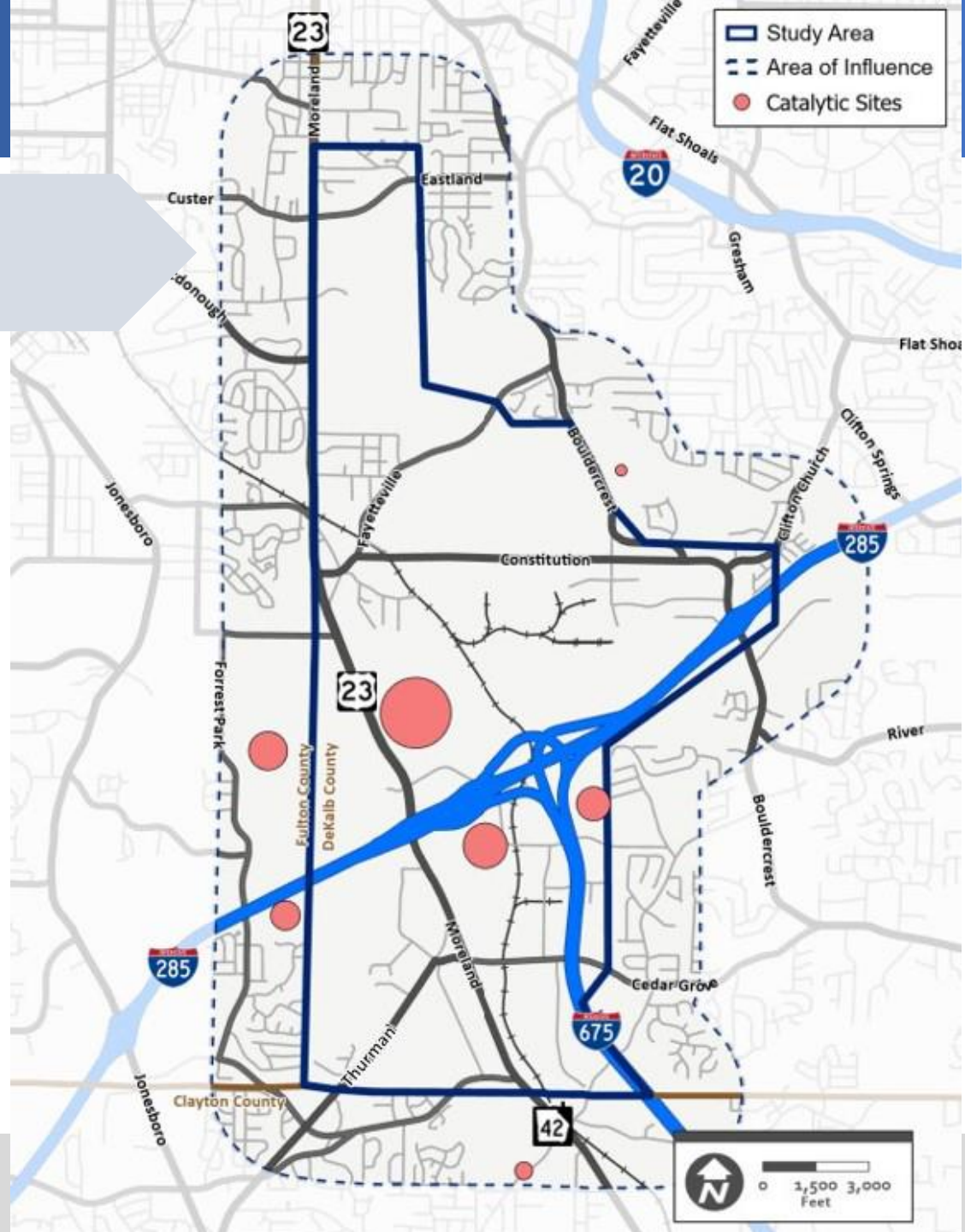
Policy: Land Use and Development

- Promote the Following Land Uses

- Storage and distribution of goods to accommodate same day deliveries
- Ancillary truck support uses – such as fueling stations, cleaning stations, and truck parking
- Other light industrial and flex spaces with limited noise and operating hours compatible with residential areas
- Commercial uses that support area employees and are considered mutually beneficial to nearby residents – eateries, convenience stores, etc.

- Recommended Short-Term Actions (1-5 years)

- Work with property owners of the catalyst sites identified in the Inventory and Assessment Report
- Continue to re-assess the Bouldercrest-Cedar Grove-Moreland Overlay District to improve viability of area for logistics operations
- Hold periodic meetings with DeKalb County staff and Board of Commissioners (BOC) to address challenges facing the MSCID regarding logistics/warehousing/distribution development
- Continue to work with DeKalb County to enforce zoning and building codes and take action against illegal uses



Other Policy Recommendations

Community Cohesion

- **Continue outreach with adjacent neighborhoods** to alleviate negative impacts of truck traffic and ensure the enforcement of existing truck restrictions by DeKalb County
- Coordinate with DeKalb County to **post truck restrictions along Key Road and Hillcrest Drive**
- Issue **periodic notifications to MSCID businesses of area truck restrictions** and **encourage the use of Moreland Avenue for MSCID access**

Transit/Workforce Access

- Work with DeKalb County to coordinate with MARTA to **expand the Route 49 service to the ADA park (once constructed) and Blackhall Studios**
- Work with DeKalb County to coordinate with MARTA for **more bus shelters and amenities**
- **Increase awareness of Georgia Commute Options for the MSCID workforce** residing in the Atlanta metro area by MSCID staff promoting its services to its businesses
- Coordinate with MSCID businesses and DeKalb County to **monitor pedestrian demand along area roadways**

System Resiliency

- **Coordinate with ARC and/or GDOT to develop a system resiliency plan** to enable the potential for the MSCID to capitalize on PROTECT funds provided under the new BIL
- **Coordinate with Norfolk Southern on a quarterly basis** to stay abreast of their operational plans and potential impact the at-grade crossings (at Henrico Road and Constitution Road)

Clean Air Vehicles

- Coordinate with GDOT to **designate Moreland Avenue as an alternative fuels corridor** in the event GDOT submits a Statewide Electric Vehicle (EV) Plan to access new BIL EV funds
- Coordinate with DeKalb County to discuss the **provision of necessary infrastructure to support clean energy fuels**, including EV charging stations, as demand increases
- **Coordinate with Clean Cities** to present to the MSCID Board and increase awareness of EV developments



Next Steps

- Complete Final Report (and Executive Summary)

- Adoption of Plan by DeKalb County Board of Commissioners

- Integration of Recommendations into DeKalb Unified CTP and Comp Plan